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Hongkong Daily Press.

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HONGKONG, TUESDAY, APRIL 20th, 1897.

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NEW ADVERTISEMENTS.

CRICKET CLUB LAWN TENNIS
TOURNAMENT.

THE time for completing the SECOND
Time has been extended to SATURDAY,
the 24th Inst.
Hongkong, 20th April, 1897. [960]

VICTORIA LODGE.

No. 1,026.

A REGULAR MEETING of the
VICTORIA LODGE will be held at
the FREEMASONS' HALL, on THURSDAY, the
22nd Inst., at 8.30 for 9 P.M. precisely. Visiting
Brother and cordially invited to attend.
Hongkong, 20th April, 1897. [950]

INDO-CHINA-STEAM NAVIGATION
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THE Company's Steamship.

"YUENSANG".
Captain W. H. Blaize, will be dispatched as above
on FRIDAY, the 23rd Inst., at 4 P.M.
This steamer has superior accommodation
for First Class Passengers.
For Freight or Passages apply to
JARDINE, MATTHESON & CO.,
General Managers.
Hongkong, 20th April, 1897. [953]

OCEAN STEAMSHIP COMPANY.
FOR SANDAKAN AND KUDAT.
THE Company's Steamship.

"DECAUVILLE".
Captain Branch, will be dispatched on
SATURDAY, the 24th Inst., at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWINE,
Agents.
Hongkong, 19th April, 1897. [957]

VICTORIA CHAPTER.

No. 52 E.C.

A REGULAR CONVOCATION of
the VICTORIA CHAPTER, HALL TO-
NIGHT, the 20th April, at 8 for 8.30 p.m.
precisely. Visiting Companions are cordially
invited to attend.
Hongkong, 14th April, 1897. [939]

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QUEEN'S ROAD, UNDER HONGKONG HOTEL [24]

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Chinese Titles categorically arranged
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Elementary Mechanics, including Elec-
tricity and Magnetism, by D. J.
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HONGKONG, YOKOHAMA, KOBE. [262]

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SOLS AGENTS FOR CHINA,

HOLLAND, WISE & CO.

Hongkong, 10th April, 1897. [693]

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MANILA CIGARS.

No. 26, QUEEN'S ROAD CENTRAL,
Hongkong, 16th February, 1897. [14.]

MITSUI BUSSAN KAISHA.

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Hongkong 12th December, 1896. [2495]

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1897, at 11 o'clock in the Forecourt
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Hongkong, 16th November, 1895. [11-1523]

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Used in Gout in 1 to 2 per cent. solu-
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CHINA EXPORT, IMPORT &
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Thoroughly reliable preservative for Wood
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Solo Agents for China.

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Hongkong, 25th January, 1892. [768]

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which will be found, as hitherto, more full and
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OUR AERATED WATER FACTORY is fitted
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For COAST PORTS, Waters are packed and
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A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 16th April, 1897. [23]

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No anonymously signed communications that have
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The Daily Press.

HONGKONG, APRIL 20TH, 1897.

THE EXtent of the difference between Mr. DANBY and the advocates of the proposed road round the island may be measured by the difference between the ideally perfect and the practically possible. The desideratum is a level road by which the occupant of a carriage, starting from the Club, could drive out westward and return to their original starting point from the west, via the Shaikwan Road. But, as Mr. DANBY points out, there are two sections in the proposed road, one of 0.47 of a mile in length and the other of 1.13 miles, which would be too steep for horses to trot up and down. Then, we would say, let them walk! Anyone who has enjoyed the pleasure of coaching in the English Lake District will remember the exceedingly steep gradients of some of the roads, which necessitate the passengers getting out and walking in order to relieve the horses; but who would forego the pleasure of the trip on account of the disadvantage of having to walk a bit here and there? It is true that in the summer climate of Hongkong walking up hills would be considered rather a more serious matter by carriage passengers than it is in England, but still we think the universal verdict of the community will be that if we cannot have an absolutely perfect carriage road we should at least have the best we can get. And after all the gradients would not be so excessively formidable. The Pohkulan Road, though in places it may not be safe for carriages to proceed at a trotting pace, is nevertheless quite practicable for a walking pace, and that without the passengers dismounting. The proposed new road, according to Mr. DANBY's figures, would not be quite so steep on its greatest gradient as the Pohkulan Road, the latter in its steepest part being one in ten, whereas the new road in its steepest part would be one in twelve. Mr. DANBY says the Pohkulan Road is impossible for bicyclette, but there are various residents in the colony who would dissent from that statement, seeing that the whole distance has been covered without dismounting. The vast majority no doubt have to push their machines up a good part of the road, but that does not deter them from using this route as a variation to the

Shaukiwan and Hoppy Valley Roads, and there can therefore be no doubt that they would accept the proposed road round the island as a great boon and make extensive use of it, notwithstanding that in one portion of its length they might have to negotiate, either by pushing or pedalling, a gradient of one in twelve. From the pleasure point of view, therefore, the arguments are all in favour of the new road. Turning to the strictly utilitarian side of the question, the arguments are equally strong. Mr. DANBY says he has no wish to throw cold water on the scheme, and, in fact, instead of having done so, he has advanced what seems to be one of the strongest possible arguments in favour of promptly carrying it out. He says that any Inspector of Police who has been stationed at Shumley during the south-west monsoon will tell us that during the greater portion of this period all the villages on that side of the island (east of Aberdeen) are practically deserted by junks and fishing boats owing to the strong gales and heavy seas blowing right up the bays, making it almost impossible for vessels of any kind to anchor. If, then, communication by water is difficult during a great portion of the year surely every endeavour should be made to improve the communication by land. This argument alone ought to determine the Government to carry out the scheme. As to the opening up of manufacturing sites, it seems hardly necessary to labour that point. The road is required to meet existing conditions; if subsequently it leads to the establishment of manufacturers, so much the better, but the assumed improbability of its doing so is no argument for not proceeding with the work. It may be pointed out, however, that the advantage of roads is not to be measured solely by principally by the use made of them for the carriage of goods, but rather by the facilities they offer for passenger traffic. We may take as an example the road to Hungshon, which is not used at all, or very slightly, for the carriage of goods, but the immense advantage it is to the village may be gauged by the amount of foot and ricksha traffic to be seen upon it. The wonder is how the village got on so long without the road, and it is not surprising to be told that since its construction property there has increased three times in value. Possibly other circumstances as well as the road have contributed to this increase, in value, but the road, we opine, has been the main factor. A road round the south side of the island, though it might not increase the value of land there, the same extent as the value of land at Hungshon has been increased, would tend in that direction. We agree with Mr. DANBY that the work is one to be executed by the Government rather than by public subscription, but we think the Jubilee Committee will fail in giving effect to the desire of the community if they do not take advantage of the opportunity to make the strongest possible recommendation to the Government to put the work in hand forthwith. The recommendation would probably not be unfavourably received, for although no formal decision has been arrived at by the Government, we believe we are correct in saying the construction of the proposed road is "as good as settled" in principle. An urgent recommendation by the Jubilee Committee would probably help to expedite the translation of principle into action and result in giving us the road now instead of some ten or twenty years hence.

The C. S. steamer *Empress of India*, from Vancouver, &c., arrived at Shanghai at noon on Saturday, the 17th inst., and left that port at 8 p.m. the same day for Hongkong, where she is expected to arrive at 6 a.m. to-day.

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P.O. Box 20. Telephone No. 12.

The Japanese War Office, we learn from the *Japan Gazette*, has imported from France specimens of rifles for military use. The wheel is said to be made to carry a rifle and bayonet, and in case of necessity may be folded up and easily carried.

We find in Mr. Parker's letter on the proposed new road, published in yesterday's issue, a transcription of figures was made by a printer's error. Mr. DANBY's cost of the first section round Mount Davis is \$108,000, not \$180,000 as stated.

If we may believe the *Osaka Asahi*, the leading merchants of Japan favour the raising of another foreign loan bearing 4 per cent. interest simultaneously with the change of government, in order that the Government's bonds bearing 4 per cent. may be converted into 3 per cent. This loan is to be communicated to Count Matsukata.

The movement is said to be backed by some officials in Government.—*Kobe Chronicle*.

There appears to have been an increasing demand for Japanese cement, and the price has gone up to about 5 yen a sack. All the cement factories are said to have more orders on hand than they can execute, and the manufacturers are finding it preferable to my practices for non-delivery, rather than excuse old at old prices. Here is a chance for the importers.—*Kobe Chronicle*.

It has been said that if on any steamer in Far East you call out "Man" at the top of an engine-room ladder, a voice will reply "Ganna yo" or "the boat have five minutes' power?" Whether this be true or not, some very anxious notion appears to prevail among those who frequent the English ports. A vessel in port was at Alexandria a few months ago, and an Arab who came aboard went straight to the engine-room ladder and shouted out, "Are ya down there?" Man?

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The collision surrounding the new gravel road, the Victoria Park Col. of Scherzer, who was cut through on the 8th inst., and was admitted into the caisson of the dock during flood tide. After the caisson had been filled the gate was floated into position and powerful steam pumps set to work to force out the water again, which was effected in two and a half hours. A few important leaks were found in the caisson and in the gate bolts, but on the whole the work was done satisfactorily.

Dredging operations are being actively proceeded with to clear away the debris, and the port and the channel to the dock, which it is expected, will be opened at an early date. The first vessel to be taken in will be the steamer *Seikai Maru*.—*Japan Mail*.

The steamer *Suteng*, from Calcutta and Singapore, left Singapore for this port on Saturday, the 17th instant, at 4 p.m.

The N.Y.K. steamer *Yamashiro Maru* left Nagasaki for this port on the afternoon of the 16th instant, and is due here on the 20th inst.

Sir Charles McDonald, who returned from China on Sunday morning, gave an interview to the Committee of the Hongkong General Chamber of Commerce yesterday. His Excellency, we understand, leaves for the North today, via the steamer *Zubara*.

Yesterday Mr. H. E. Weddhouse held an inquiry at the Magistracy concerning the death of a coolie who was killed in Titton Lane, and it is believed that he was hit by a stone thrown by one of the coolies in the same street. The victim was a native, aged 20, and suffered a compound fracture of the skull caused by a fall while attempting to escape from a lawless arrest by the police.

Criticism having been made by several residents regarding the dress worn by Col. Gordon during the inspection of the Shungshan Volunteer Corps, he has appeared in uniform, the *China Gazette* mentioning that Major Mackay, who was also present, had Col. Gordon, prior to his inspection, that he was unable to present himself in full dress, as his outfit was damaged together with his cocked hat on the voyage to Hongkong.

HONGKONG RIFLE ASSOCIATION.

LIST OF PRIZE WINNERS.

The annual Easter meeting of the Hongkong Rifle Association concluded yesterday afternoon. The shooting has been very successful indeed, the shooting being well up to the average standard, notwithstanding the heavy gusts of wind that blew on Friday and the continuous rain that fell on Saturday. Yesterday's weather was delightful, only a slight pleasant breeze blowing throughout the day. This year there were no open events, it having been decided at the annual meeting that all the competitions should be for members only.

The reason for this decision was that the all-comers' events were a source of trouble and caused a pecuniary loss to the Association, as the membership did not increase.

Of course in order to effectively maintain the Association there must be a strong membership, and the Association is not strong generally, the membership is greater. That the decision to confine the events strictly to members of the Association was not ill-advised is shown by the fact that since the meeting was held sixteen new members have been enrolled.

A curious feature about this year's competitions was that none of the officers of the Regiment took part in the shooting, but the members took part in the shooting, and the Queen's Aggregates were won by Mr. G. P. Stewart, who beat last year's winning score made by Major Wrottesley, by two points. At the long ranges Mr. G. P. Lamont beat all previous records. There was a large attendance of ladies yesterday to watch the ladies' nomination competition, and while this was in progress, the band of H.M.S. *Narcissus* played pleasing selections of music and at the conclusion of the meeting Miss Chapman, the Queen's Steward, presented the prizes to the officers.

Position standing—Revolver 100 yards. Members only. No. of Shots, Six. Unlotted Entries 30 cents each. First prize presented by Bruce Shepherd, Esq., and the other three prizes 20 per cent. of the entries.

Revolver Competition—Distance 50 yards. Members only. No. of Shots, Six. Unlotted Entries 30 cents each. First prize presented by Bruce Shepherd, Esq., and the other three prizes 20 per cent. of the entries.

Prize Cup—The Comptrollers' Cup. Prize Cup—Presented by Hou C. P. Chater.

Prize Cup—Presented by Jas. McE. Eng.

Prize Cup—Presented by H. N. Moly.

Mr. G. D. Gow 92

Mr. G. C. Hayward 87

Mr. A. Chapman 81

Mr. W. McPhail 78

Mr. G. P. Lamont 76

Mr. E. C. Shepherd 74

Mr. D. Gow 71

Mr. G. C. Hayward 69

Mr. F. Suyth 68

Mr. G. P. Lamont 67

Mr. E. C. Shepherd 66

Mr. G. P. Lamont 65

Mr. G. P. Lamont 64

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Mr. G. P. Lamont 53

Mr. G. P. Lamont 52

Mr. G. P. Lamont 51

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Mr. G. P. Lamont 43

Mr. G. P. Lamont 42

Mr. G. P. Lamont 41

Mr. G. P. Lamont 40

Mr. G. P. Lamont 39

Mr. G. P. Lamont 38

Mr. G. P. Lamont

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLACIUS."

Captain Barnes, will be despatched as above

TO-MORROW, the 21st inst., at NOON.

For Freight, apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 10th April, 1897. [934]

CHINA NAVIGATION COMPANY,

LIMITED.

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PORTS, SYDNEY, AND MELBOURNE.

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"CHANGSHA."

Captain Whiting, will be despatched to

TO-MORROW, the 21st inst., at 1 P.M.

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the Superior Accommodation offered by this

Steamer. The First Class Saloon is situated

forward of the Engines. A Refrigerating Cham-

ber ensures the supply of Fresh Provisions

during the entire voyage.

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Vessel is fitted throughout with Electric Light.

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can go to and from Australia are available for

return by the steamers of the Eastern and

Australian S. S. Co. and vice versa.

For Freight or Passage, apply to

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Agents.

Hongkong, 20th April, 1897. [920]

FOR SHANGHAI.

"LOONGMOON."

Captain F. Schmitz, will be despatched for the

above port TO-MORROW, the 21st instant,

at 1 P.M.

For Freight or Passage, apply to

SIEMSEN & CO.

Hongkong, 17th April, 1897. [933]

FOR SINGAPORE, HAVRE, AND

HAMBURG.

TAKING CARGO AT THROUGH rates to Antwerp,

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"ERATO."

Captain Ostermann, will be despatched for the

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For Freight or Passage, apply to

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Agents.

Hongkong, 10th April, 1897. [915]

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ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th April, 1897.

EMPEROR OF JAPAN, Comdr. H. Pybus, R.N.R., WEDNESDAY, 10th May, 1897.

EMPEROR OF CHINA, Comdr. E. Archibald, R.N.R., WEDNESDAY, 15th June, 1897.

TAKING CARGO OF SAILERS, TROOPS,

MATERIALS, AND OTHER FREIGHT.

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MAESSELIN, MEDITERRANEAN,

INDIA, AND BLACK SEA

PORTS.

LONDON, HAVRE, BORDEAUX,

PORTS OF BRAZIL AND IVERPLATE,

ON WEDNESDAY, the 28th inst.

At Noon, the Company's Steamship

"SALAZIE," Captain with Mate,

Passenger, Specie, and Cargo, will leave this

Port for MAESSELIN via COLOMBO with

the S.S. "VILLE DE LA GIOUETTE," which

will call at her passengers and mails, leaving

that port on the 9th May, direct to Suez,

Port Said, and Marseilles.

Cargo and Specie will be registered for London

as well as for Marseilles, and accepted in

transit through Marseilles for the principal

ports of Europe.

Shipping Orders will be granted till Noon,

and Freight until 3 P.M. on the 27th inst.

(Parcels are not to be sent on board;

they must be left at the Agency's Office).

Contents and Value of Packages are required.

For further Particulars, apply at the Com-

pany's Office.

VESSELS ON THE BERTH.

FOR SINGAPORE, PENANG, AND

CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain J. G. Olifent, will be despatched for

the above ports on FEIDAY, the 23rd inst.

at 9 A.M.

For Freight or Passage, apply to

DAVID SASSOON & SONS & CO.

Agents.

Hongkong, 17th April, 1897. [924]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIA LINE.

MONTHLY SERVICE.

(UNDER MAIL CONTRACT).

FOR THURSDAY ISLAND TOWNS-

VILLE, BRISBANE, SYDNEY,

AND MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU."

Captain J. G. Olifent, will be despatched for

the above ports on FEIDAY, the 23rd inst.

at 9 A.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th April, 1897. [924]

COMPAGNIE DES MESSAGERIES

MARITIMES.

PAQUEBOT POSTE FRANCAIS.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, BOMBAY, ADEN,

EGYPT, MAESSELIN, MEDITERRANEAN,

INDIA, AND BLACK SEA

PORTS.

LONDON, HAVRE, BORDEAUX,

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pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 15th April, 1897. [924]

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE.

THE P. M. S. S. C. Co.'s Chartered Steamship

"GLENAN."

will be despatched for SAN FRANCISCO via

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and

HONOLULU, on THURSDAY, the 22nd

April, 1897, at NOON.

TAKING CARGO OF THIS LINE pass through the

INLAND SEA OF JAPAN and call at HONO-

LULU and passengers are allowed to break

their journey at any point en route.

For Freight, apply to

J. S. VAN BUREN,

Agent.

Hongkong, 14th April, 1897. [941]

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE.

THE P. M. S. S. C. Co.'s Chartered Steamship

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Hongkong, 14th April, 1897. [941]

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

EMPEROR OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 28th April, 1897.